The reasons for allowing the drugs for human consumption has been given in the reply to parts (d) and (e) of the question.

Import of Serum/Vaccines

1177. SHRI RAFIQUE ALAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the answer to Starred Question 219 given in the Rajya Sabha on 7th May, 1986 and state:

(a) the number of consignments of each of serum, human and veterinary vaccines imported during the last three years, year-wise, along with the quantity and country of import;

(b) the number of samples of each serum, human and veterinary vaccines were drawn;

(c) the names of the laboratories where each sample was tested along with its report;

(d) if these were not tested, what were the reasons for non-testing of each batch;

(e) whether it is a fact that most of the imported sera and vaccines are of sub-standard quality due to the reasons that either the samples are not tested or facilities to test them in the country are not available; and

(f) if so, the names of vaccines and sera for which testing facilities are not available and by when the same will be made available?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) to (c) The information is being collected and will be laid on the table of the Sabha.

(d) and (e) Only vaccines conforming to the prescribed conditions of strength and quality are allowed to be imported. Under the normal circumstances vaccines, for which testing facilities are available, are tested when imported into the country for the first time. For subsequent consignments from the same source random sampling is done. Under exceptional circumstances, such as epidemic, vaccines are released without testing. However, it may be added that in all the cases of human vaccines, the vaccine is released only after a batch release certificate, issued by the health authorities of the exporting countries, is furnished by the importer.

(f) Testing facilities for Measles—Mumps and Rubella (MMR) are not available for the present but are being developed indigenously.

Appointment of Chairman and Managing Directeor of Cochin Shipyard Limited, Cochin

1178. SHRI BIR BHADRA PRATAP SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the selection for Chief Managing Director and Directors in Cochin Shipyard Limited, Cochin was held without issuing the press advertisement.

(b) whether no candidates from CSL and other shipyard were called for interview;

(c) if so, the details thereof; and

(d) what action is being taken to revise the selection process in order to enable the Public Enterprises Selection Board to select right candidates for the above posts?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (d) The selection to the Post of Chairman and Managing Director CSL was made as per the laid down guidelines for filling up the posts of top Executives of Public Sector Undertakings, promulgated *vide* Ministry of Finance's O.M. No 5(24)|77-BPE-PESB dated 5th August 1977. The candidates invited for the

interview were from among the names available in data bank of PESB as well as those sponsored by the concerned Ministries.

As regards filling up of the post of Director (Operations), CSL, PESB are in the process of making a selection for which an advertisement in the press has already been issued.

Reclaimers/Stackers for Paradeep Port

1179. SHRI D. B. CHANDRE GOWDA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the Paradeep Port Authorities had placed orders for rail mounted reclaimers/ stackers in December, 1981, for commissioning in March, 1983, to M/s. VMI Cranes Limited, Bombay;

(b) if so, the details thereof indicating the cost quoted by the Company and accepted by the Port Authorities;

(c) the amount of cost escalation given to the party thereafter;

(d) what is the present status of the Project and percentage of work completed by 31st March, 1983, 1984, 1985, 1986 and 31st March, 1987 by the Company; and

(e) if so, what action is being proposed to be taken in this regard for the early completion of the work?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) An order was placed on M/s. VMI Cranes, Bombay for supply, erection and commissioning of one Rail Mounted Stacker/Reclaimer at Paradeep Port on 1-12-1981. The Scheduled date for completion of the work was 21-3-1983.

(b) The details of the cost offered by the firm and accepted by the Port Trust for the work are as follows:—

I.	*Foreign Components*	
	(1) Imported components FOB German Port	DM 5,95,522
	(2) For clearing of imported items from Indian Port . . .	Rs. 27,500
	(3) Transportation & Transit insurance of imported materials from the Port of discharge	Rs. 10,000
	(4) Sea freight and Transit insurance at actual but upto a ceiling of	DM 59,552
II.	*Indigenous Components Engg.*	*(Rupees)*
	(1) Engg & Co-ordination	35,00,000
	(2) Supply of Indigenous components Ex-works	1,36,50,000
	(3) Inland Freight Transit insurance & unloading at site . .	5,46,000
III.	*Erection Commissionting b Site Storage*	15.00,000

(c) The Price was firm and no cost escalation has been given to this party.

(d) The erection work is in final stage and is expected to be completed in all respects by June 1987. The percentage of work completed by 31st March, 1983, 1984, 1985, 1986 and 1987 has been computed as 50 per cent, 60 per cent, 75 per cent, 83 per cent and 94 per cent respectively.

(e) Show Cause Notice was issued to the firm. Liquidated damage at the rate of 7 per cent (maximum provided in the contract) is being deducted from all Bills of the firm.